

THE SIXTH DAY.

1st March, 1924.

The Assembly met at 12 noon, on Saturday, the 1st March, 1924.

Rao Bahadur R. Viraraghava Aiyangar, B. A., B. L., Officer in charge of the Administration, presided.

58. Means of communication in the Chirayankil taluk.

Mr. Padmanabhan Martandan (Member, Chirayankil taluk) referred to the hardships experienced by the people for want of proper means of communication in Chirayankil taluk and said that the most important of their requirements was the improvement of the road from Varkala to Quilon via Nadayara and the construction of a bridge at the Aiyur Villikadavu. He pointed out that, though the matter had been repeatedly urged at many of the previous sessions of the Assembly, Government did not do anything to mitigate the sufferings of the people. In ordinary times, when the water was low, it was with difficulty that carriages crossed the river and reached the Paripalli road after three miles of drive through a sandy track, but there they had to pay a toll. He then stated that the group which he represented consisted of 12 *pakuthies* from which Government received a tax of nearly Rs. 38,373 annually and he requested the Government to look back and realise for themselves whether they had done anything so far in return for such revenue.

He next referred to the deplorable condition of the branch road from the Varkala main road to Sivagiri, and of the springs near the Varkala tunnel, and pointed out that Varkala was one of the few health resorts in the State, having also one or two important temples of pilgrimage. Further, the place was inhabited by a large number of people of different castes, and with the several important institutions newly springing up there, the locality was growing in importance. He also stated that he had addressed a communication to the Chief Engineer, enquiring whether any amount was being spent towards the sanitary improvement of those springs, but no reply was received from him. Subsequently, the Member wrote to the local Assistant Engineer on the subject, and his reply was completely disappointing. He therefore prayed that the necessary improvements might be carried out to the branch road and the springs.

The third request of the Member was that the six-feet trace branching off from the road near the *Anchumuri* temple to the Paravur-Chirakkara trace might be taken up for maintenance. That trace, he said, would be only three miles long and it had been improved by the people and rendered fit for cart traffic. While the maintenance of the road would not cost much to the Government, it would be of immense benefit to the people.

Fourthly, the Member referred to the urgent need for the opening of a road from Nilakkamukku to the Kayikkara landing. He said that Nilakkamukku, Vakkam and Kayikkara were the most thickly populated parts of the taluk, and that they were also the most important from an industrial and commercial standpoint. The hardships experienced by those who had to cross the Kayikkara landing and travel through Nilakkamukku were very great indeed. As Vakkam abounded in lanes, people mostly missed the way. In the circumstances, the Member suggested that it would be a great blessing if the Government could construct a road connecting the Kayikkara landing and the Nilakkamukku market and if they could convert the lanes referred to into cart roads.

The Member reiterated that the Varkala-Quilon road should be maintained in good condition and that the crossing at Aiyur should be provided with a bridge.

President's reply.—The needful will be done to keep the Varkala-Quilon road in order. As regards the construction of a bridge at the Villi landing, Airur, the work is under investigation. There is difficulty for traffic only during floods. The Chief Engineer has inspected the site and the necessary steps are being taken. Provision for the work will be made in the next year's budget.

Member.—Even last year nothing was done though there was provision in the budget.

President.—The Varkala-Sivagiri branch road up to the Satram is in good condition. It is being maintained well. The portion beyond up to the Sivagiri temple will be arranged to be improved as a cart road. As regards the maintenance of the springs near the temple, you may present a separate application to the Chief Engineer and he will take the necessary steps.

Your request to take over for maintenance the six feet trace leading from Auchumuri to Chirakkara cannot be complied with, as that trace has not yet been cartable, and as it has steep gradients in many places to avoid which deviations have to be made. If the people will complete the work properly and apply, the matter will be considered.

As regards the construction of a road from Nilakkamukku to Kayikkara landing, the acquisition of the lands required for the road is reported to be costly. If the people will undertake to give the lands free, the work may be investigated.

59. Needs of the Traders of Quilon.

Mr. G. Venu Vadhyar (Member, Trading Classes, Quilon) began by saying that, as a centre of trade, Quilon was next in importance only to Alleppey. As most of the trade passed through canoes, it was necessary that proper facilities should be afforded for boat traffic. The only landing-place useful for trading purposes was the Valiapalakkadavu. The other two landings, *viz.*, Cutcherry Kadavu and Kurisumuttal Kadavu did not serve that purpose. The former was situated about a mile away from the market. It was used only by boats which plied to Kayankulam, Karunagapalli and other places. Though there was a good jetty at Kurisumuttal, the place did not afford facilities for trading purposes, as it was crowded by steam boats plying to Alleppey, Karunagapalli and other places. The Kadavu was not only narrow, but also three or four furlongs removed from the market. Valiapalakkadavu was therefore the only landing place which was of service for trading purposes; but the landing there was not spacious enough to allow more than a few boats to load and unload at one and the same time. As a consequence, the merchants were often put to great loss and inconvenience. Though the Government were every year spending a good sum of money by way of improving that landing, such improvement had not resulted in any appreciable benefit to the traders. That was due to the narrowness of the canal near the bridge, which increased the force of the current, with the result that the revetments on either side were washed away. That could be avoided only by providing stone revetments for some distance on either side of the canal. The width of the landing place had to be substantially increased. It was also necessary that tanks and jetties should be constructed on either side of the canal from Kochupilammudu to Tuet Kadavu, stone revetments being provided and the roads on both sides being widened and gravelled.

The Member next invited the attention of the Government to the representation made at the Eighteenth Session of the Assembly by the Member for Trading Classes, Quilon, *re. the construction of a bridge on the Quilon sea-shore.*

The Member next referred to the Idanazhi road near the local Police Station which extended from the vegetable market northwards to the main road. He pointed out that that was the most important road in the market. During rainy season, the road was slushy, impassable and nasty, owing to the accumulation of stagnant water and the decay of vegetable matter. He prayed that the road be raised a little and that drains be constructed on either side so as to render the road fit for human beings to pass along./